

in lieu of the amendment in the nature of a substitute recommended by the Committee on Transportation and Infrastructure now printed in the bill. The bill, as amended, shall be considered as the original bill for the purpose of further amendment under the 5-minute rule.

Page H5928

Agreed to amend the title so as to read: "To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2010 through 2012, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes."

Page H5981

Agreed to:

Oberstar manager's amendment (No. 1 printed in part C of H. Rept. 111–126) that makes sundry changes to the bill;

Pages H5959–66

Lee (NY) amendment (No. 2 printed in part C of H. Rept. 111–126) that requires GAO, within 3 months of enactment, to initiate a study into commercial airline pilot training and certification programs. The GAO shall submit the report to Congress within 12 months of the study's initiation;

Pages H5966–68

Richardson amendment (No. 3 printed in part C of H. Rept. 111–126) that requires the Transportation Secretary, within 180 days of enactment, to issue regulations to require each air carrier to provide each of its passengers an option to receive a text message (or other comparable electronic service), subject to any fees applicable under the contract of the passenger for the electronic service, from the air carrier consisting of a notification of any change in the status of the flight of such passenger prior to boarding. This would only apply to air carriers that earn at least one-percent of the domestic passenger service revenue;

Pages H5968–69

Cuellar amendment (No. 5 printed in part C of H. Rept. 111–126), as modified, that directs the FAA Administrator to study the FAA radar signal locations and their impact on the development of renewable energy technologies, and to make recommendations as necessary for relocation of FAA radars and testing and deployment as needed;

Pages H5970–71

Murphy (CT) amendment (No. 7 printed in part C of H. Rept. 111–126) that provides that when conducting an appraisal for purchase or property under the Airport Improvement Program, the appraisal must not consider either the increased or decreased value of the property due to the property's inclusion in a potential project;

Page H5972

Cassidy amendment (No. 8 printed in part C of H. Rept. 111–126) that amends section 417 (review of air carrier flight delays, cancellations, and associated causes) so that the Inspector General study in-

cludes the effect that limited air carrier service operations on routes have on the frequency of delays and cancellations on such routes;

Pages H5972–73

Kilroy amendment (No. 9 printed in part C of H. Rept. 111–126) that requires the GAO to study, within one year of enactment, the effectiveness of FAA oversight activities related to preventing or mitigating the effects of dense continuous smoke in the cockpit of commercial aircraft;

Page H5973

Lowey amendment (No. 11 printed in part C of H. Rept. 111–126) that directs the FAA to initiate a rulemaking process to determine the authorization of Westchester County Airport to reinstate limits on overnight aircraft operations;

Page H5975

Ackerman amendment (No. 12 printed in part C of H. Rept. 111–126) that provides that Congress finds the FAA did not follow FAA policy statements in determining whether the proposed College Point Marine Transfer Station in New York if constructed would constitute a hazard to air navigation. It also requires the FAA Administrator to take such actions as may be necessary to designate the proposed College Point Marine Transfer Station in New York City, New York, as a hazard to air navigation;

Pages H5975–77

Burgess amendment (No. 4 printed in part C of H. Rept. 111–126) that expresses the sense of Congress that FAA whistleblowers be granted the full protection of the law (by a recorded vote of 420 ayes with none voting "no", Roll No. 288); and

Pages H5969–70, H5977

McCaul amendment (No. 6 printed in part C of H. Rept. 111–126) that prohibits authorized funds from being used to name a project or program for an individual then serving as a Member, Delegate, Resident Commissioner, or Senator of the United States Congress (by a recorded vote of 417 ayes to 2 noes, Roll No. 289).

Pages H5971–72, H5977–78

Withdrawn:

Frelinghuysen amendment (No. 10 printed in part C of H. Rept. 111–126) that was offered and subsequently withdrawn that would have required the FAA to study the proposed New York/New Jersey/Philadelphia Class B modification design change. The study would determine the effect of the change on the environment, with an emphasis on airplane noise. The study would state whether the change was considered in conjunction with the New York/New Jersey/Philadelphia Airspace Redesign.

Pages H5974–75

Agreed that the Clerk be authorized to make technical and conforming changes to reflect the actions of the House.

Page H5981

H. Res. 464, the rule providing for consideration of the bill, was agreed to by a yea-and-nay vote of 234 yeas to 178 nays, Roll No. 285, after agreeing